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COUNTRY __ Rumania _____ REPORT NO. _____

TOPIC ___ Sovieto-Rumanian Transport Company Sovromtransport (SRT) Organization, Ships,

Freight Traffic

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REMARKS _____ 25X1

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General Remarks

1. Information was received on the reorganization of the Sovieto-Rumanian Transport Company (SRT), their fleet and freight traffic on the Danube River. The SRT is the only Rumanian shipping enterprise. All ships fly the Rumanian flag. All other Rumanian shipping companies were dissolved on Soviet orders.

2. Rumanians and Soviets have an equal share in the SRT. The company is consequently a "mixed" Rumano-Soviet company. Through these "mixed" companies, which cover nearly all branches of the Rumanian economy, the Soviets control and exploit the country's economy. Although Rumania contributed by far the most to these companies, the Soviets have the actual control and decide all important questions.

Organization

3. The SRT is divided into three sections, the sea shipping, river navigation and overland transports sections. The Soviet management receives instructions directly from Moscow by radio.

4. Radio stations (transmitters and receivers) are part of the equipment of the general management in Bucharest (44°28'N/26°05'E), the district managements in Bucharest (44°28'N/26°05'E), the district managements in Galati (45°26'N/28° 00'E), Braila (45°15'N/27°58'E), Giurgiu (43°52'N/25°55'E) and Turnu Severin (44°52'N/22°35'E) and the agency in Moldava Veche (Boundary harbor on the Danube River) (44°45'N/21°35'E).

5. The SRT has several agencies in other countries. In Yugoslavia the agency is the Soviet Danube Shipping Company (SDGP) in Belgrade (44°45'N/20°32'E). In Hungary it is the Hungaro-Soviet Transport Company (HSxRD), the parallel of the Rumanian SRT. In Komarno (Komarom) (47°40'N/18°10'E) Czechoslovakia, the agency of the SDGP is the SRT agency also. In Bratislava (Pressburg – 48°25'N/ 17°06'E), an SRT agency is directed by one Fagarasany, (fnu). In Austria the Soviet-controlled DDSG (Donau-Dampfschiffahrts Gesellschaft) (Danube Steam Navigation Company), has an Austrian citizen, Piperstein, (fnu), as SRT agent.

SECURITY INFORMATION

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Leading Persons in the SRT

6. The General Management of the SRT is at 1 strada Poverni, Bucharest. General
manager is Evdokhimov, (fnu), a Soviet citizen, and his deputy general manager
is Nichifor, (fnu), a former official in the Bucharest Chief Constabulary. The
operating and traffic management is headed by Kuprianov, (fnu), a Soviet citizen.
Chief inspector of river navigation is Mihail Popescu of Orsova. Chief inspector of
technical service is Josef Duerr, an ethnic German from Timisoara (Temesvar).
The engineering managment is directed by Engineer Constantinescu, (fnu), a former
official of the district management of the Rumanian Danube Shipping Company in
Braila. Deputy managing engineer is Engineer Goru, (fnu), a Soviet citizen. In
charge of labor and wages is Engineer Sufar, (fnu), a Rumanian Jew, who was formerly
employed with the engineering management of the NFR (Rumanian River Navigation).
The personnel and cadre department is headed by Kipper, (fnu), who was a PW in
the U.S.S.R. from where he returned with a volunteer division as a political major.
Chief of the radio management is Engineer Lubinov, (fnu), a Soviet citizen, and
chief inspector of radio service is Soviet citizen Dolgoseff, (fnu).

District managements

7. Manager of the Turnu Severin (44°42'N/22°45'E) district is Nielu Barbu, a former
shipmaster and a member of the district (comitate) management of the Rumanian
Workers Party (RAP). Milivoi, (fnu), a Serb from Orsova who was excluded from
the RAP is traffic manager. Materiel manager is Paveloiu, (fnu), a member of the
district management of the RAP. He is a dangerous Communist and former artillery
officer. The Technical inspector is Caraiman, (fnu), and deputy technical
inspector is Viktor Ghonea. Harbor pilots are Constantin Cojocan, a leading
Communist in the workers' council of the SRT and the district management of the
RAP, and Fainus, (fnu), secretary of the SRT group of the RAP. The radio operator
is Nae Raileanu who once was first radio operator aboard the Royal Yacht Luceafarul.

8. Agency manager in the Baila district is Inspector Tacu, (fnu), and Popa, (fnu),
is traffic manager. The operating manager is Cantemir, (fnu), and the radio
operater is Popa, (fnu).

9. The Giurgiu district is headed by Caloianu, (fnu), a member of the management of
the RAP district organization. Repezeanu, (fnu), a former navy officer is traf-
fic manager. Materiel manager is Kiricioglu, (fnu), a former ship stoker, techni-
cal inspector is Gonea, (fnu), and radio-operator is Stefan Popescu.

10. Galati manager is Vasilescu, (fnu), a good-natured man who was a mechanical inspec-
tor. Traffic manager is Georg Teiss. Technical inspector is Dascalu, (fnu), a
former mechanic. Materiel manager is a Bessarabian Jewess. Radio operator is
Aurel Dogaru.

Ship list of the SRT

The names of the shipmasters in the following lists and their political attitude
are marked as follows:
(1) A true Communist and an RAP member
(2) Person forced to join the RAP, but not a Communist
(3) Neither a member of the RAP nor a Communist

A. River navigation (mainly on the Danube River but also on the Rega Canal
and the rivers Sereth and Pruth).

11.

Type	Name	HP	Master
Passenger ships			
Steamship	Republica	600	Gheorge Pricop (1)
Steamship	Tudor Vladimirescu	500	Zaharia Nichitovici (1)
Steamship	Anghel Saligny	450	Nicu Cristalopol (3)
Steamship	Tulcea	400	Nicolae Petrescu (1)
Steamship	Brancoveanu	400	Gh. Carcioreanu (1)
Steamship	Borcea	300	Gh. Chiriloiu (3)

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Steamship	Cerna Voda	250	Tanase Neagu (1)
Steamship	Turnu Magurele	250	Gh. Foarfeca (3)
Steamship	Independenta	200	Florian Antonescu (3)
Steamship	Calafat	100	Toma Calman (2 but nationalist)
Motorship	Marina	80	Nic. Varghiu (2, nationalist)

12. Passenger boats

Motorboat (on the Bega River (45°24'N/20°30'E)	Randuncia	60	Gh. Tanasescu (1)
Motorboat	Pravova	50	Dumitru Anghelator (1)
Motorboat	Ligia	80	?
Motorboat	Fotin Enescu	120	?

13. Tug boats

Steam tug	Decebal	1,200	Sotir Zamandi
Steam tug	Pecy	1,000	Aurel Ragoliete (former legionary, was excluded from the RAF)
Steam tug	Alba Julia	900	Dumitru Vanica (1)
Steam tug	Astrahan	700	? up to May 1950
Steam tug	Miron Costin	650	Stanica Stoica (1)
Steam tug	Cemicov	650	Manu Cucu (1)
Steam tug	Novorosisk	550	Stefan Buliga (1)
Steam tug	Tallin	500	Mihalache Novac (1)
Steam tug	Kerci	500	Nicolae Gurgu (2)
Steam tug	Woronej	400	Constantin Dumitrescu (1)
Steam tug	Alexandru cel Bun	450	Alexandru Cazan (1)
Steam tug	Archangelsk	320	Stefan Georgescu (1)
Steam tug	Smolensk	320	Petre Tampeanu (3, but nationalist)
Steam tug	Motru	320	Alexandru Rusu (2)
Steam tug	Bicaz	200	Ioan Sava (?)
Steam tug	Ceahlau	180	Cociu, (fnu), (?)
Steam tug	Romania	160	Cristache Bazgan (2)
Steam tug	Cerna	140	Alexandru Artogea (2)
Steam tug	Putna	120	Petre Nitulescu (2)
Steam tug	Neholas	100	Anton Dehe (1)
Steam tug	Unheni	100	Eugen Pomoja (1)
Motor tug	Crisan	700	Iacob Niculescu (2)
Motor tug	Horia	600	Gh. Calin (1)
Motor tug	Closca	600	Traian Antonescu (1)
Motor tug	Sovrom	700	Pandele Dumitrescu (2)
Motor tug	Caraiman	320	Achilea Ifzei (?)
Motor tug	Bistrita	140	Vasile Dracea (1)
Motor tug	Dega	140	Nela Trailescu (1)
Motor tug	Vategra	80	Gh. Simion (1)

14. Tank Barges

a. Self-propelled vessels.

Motor tank barge	Dir. Carp	1,400	(at present in the shipyard in Giurgiu)
Motor tank barge	Carpati	1,000	Victor Iovaneli (?)

b. Propellerless vessels.

About 60 vessels displacing between 200 and 1,400 metric tons.

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15. Danube barges

    a. Self-propelled vessels

Steam barge	Abrud	350	Cristache Chighileanu (?)
Motor barge	Don	100	?
Motor barge	Terek	100	Vasile Stèfan (?)
Motor barge	Mejin	100	Gh. Caraiman (3, a reliable nationalist)
Motor barge	Soj	100	Dumitru Vermon (3)

    b. Propellerless vessels
    About 250 freight barges, displacing between 300 and 1,900 metric tons.

16.

B. Sea-going vessels

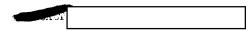|		
Cargo steamer	Plehanov	5,500 GRT (?)
Mixed vessels (cargo passenger vessels)		
Motor ship	Transylvania	7,600 t, 14,000 HP
Motor ship	Ardealul	10,000 t
Motor ship	Dimitrow	3,000 t
Motor ship	Marx Engels)	
Motor ship	Berezina)	Size unknown

Freight Traffic on the Danube with SRT Ships

A. Upstream Service

17. Cargo loaded in Soviet ports such as Reni ($45°30'N/28°25'E$) and Ismail ($45°22'N/29°25'E$) includes pyrites for Budapest, Hungary, and Komarno ($47°40'N/18°10'E$) and Bratislava, Czechoslovakia.

18. Cargo loaded in Rumanian ports includes:

    a. Mineral oil products (gasoline, petroleum). Loading port in most cases Giurgiu. Ports of destination in Czechoslovakia are Komarno and Bratislava.

    b. Grain (wheat, maize, barley) and oilseeds (sunflower seeds, oil cake, colza-oil cake). Loading ports are: Timisoara, Turnu Severin, Gruia ($44°18'N/22°43'E$), Carle Mare ($44°12'N/22°50'E$), Cetate ($44°08'N/23°00'E$), Calafat ($43°58'N/22°55'E$), Corabia ($43°47'N/24°25'E$), Turnu Magurele ($43°46'N/24°50'E$), Zimnicea ($43°40'N/25°20'E$), Giurgiu, Oltenita ($44°08'N/26°42'E$), Rasova, Calarasi ($44°12'N/27°18'E$), Braila, and Galati. Ports of destination in Czechoslovakia are Komarno and Bratislava.

    c. Lumber. Loading ports are Dievici, Radimna, Moldova Veche ($44°45'N/21°40'E$), Turnu Severin, Turnu Magurele and Galati. Ports of destination are Hungarian ports on the Danube River.

B. Downstream Service

19.   a. Vienna, commercial harbor, is loading port for granite (paving stones) from Mauthausen (Upper Austria) to be shipped to Reni and Ismail, U.S.S.R. The granite was previously shipped to Vienna by rail. The Soviets now plan to ship it from Mauthausen to Vienna in their own vessels. Two convoys of the Soviet BDGP with the tugs Komsomolsk and Kuban are scheduled for this. Other goods shipped from Vienna, commercial harbor, to Reni and Ismail include chemicals and paints, electric motors, machine tools, iron structures (simple truss bridges, components of bridges, cranes, masts for high-tension lines etc.), scrap and lumber, both unhewn and sawn. A small portion of the freight loaded in Vienna, except granite and lumber, is discharged in Rumania and finished there for the account of the U.S.S.R.

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b. Loading port Vienna-Lobau is a large petroleum harbor on the Danube, kilometer 1916, below Vienna, built for shipping products of the Zistersdorf mineral oil wells, Lower Austria. Crude oil is shipped from this harbor upstream on the Danube to the refinery in Moosbierbaum, Lower Austria, in ships of the SDGP. After being refined it is sent back to Lobau. Another refinery is in Schwechat, opposite Lobau, on the southern bank of the Danube. In 1949 a pipeline was laid to the latter place by the Soviets. Cargo loaded by the SRT indludes Diesel oil, gasoline and crude oil to be shipped to Reni, US.S.R.

20. Cargo loaded in Czech loading ports Bratislava and Komarno, includes motor vehicles such as Skoda and Praga trucks for the Rumanian Army; pipes, cast iron, raw steel for Ciurgiu, Rumania; rails for Lom-Palanka ($43^{\circ}48'$ N/ $23^{\circ}12'$ E), Bulgaria, and Giurgiu, Rumania. Diesel oil in small quantities from Czech refineries is shipped to Galati, Rumania, where it is transferred and sent to the U.S.S.R.

21. Cargo loaded in Hungarian ports includes gasoline and petroleum (kerosene), loaded in Szoeny, Almasfuezitoe for Reni, US.S.R.; bauxite, loaded in Komarom, Budapest-Csepel and Adony ($47^{\circ}10'$ N/$18^{\circ}50'$ E) for Reni and Ismail, U.S.S.R.; Diesel-powered motor tugs which are loaded into 1,500 to 1,800-ton barges and elevators, electric pumps, of the Hungarian engineering industry, shipped from Budapest to Reni and Ismail, U.S.S.R. *

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* Comment. Establishing so-called "mixed companies" is a well-known Soviet practice to exert decisive influence on the economy of a satellite country. Agencies in the most important district ports and suitably staffed agencies in other riparian states also influence these countries and control their traffic. Typical of this situation is that key positions in the SRT management are held by Soviet citizens while all the other posts are held by true Communists. The Soviets ship nothing but raw material (pyrites) to other countries while all the riparian countries supply the U.S.S.R. almost exclusively with high-grade finished goods, except oil products.

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